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RR COMMENTS

I would like to know what percentage of the nuclear material that is to be transported and stored originates from commercial power plants and whether or not the cost is to be paid by the originators. In other words, are the taxpayers footing the bill to increase the profits for private corporations? I believe that the electrical power consumers should bare all the associated costs – the public as a whole should not be forced to pay for the benefits of the few. The NO ACTION ALTERNATIVE should be re-evaluated to address these concerns.

The next essential question that DOE has not answered to date is whether the new rail line to be constructed will be a private Federal line used exclusively for the transport of the nuclear materials. Without written assurance to the contrary, the rail line can only assumed to be a private Federal line to be used exclusively for the transport of nuclear materials. If operated in this manner, there will be NO significant benefit to the public in using the Caliente rail corridor over the Caliente-Clark Mountain rail corridor, which would save an estimated \$258,000,000. As noted this corridor is primarily located on lands dedicated to testing and training activities of the U. S. Air Force. The Air Force has expressed national defense concerns; however, no definitive information was provided to support these concerns. It is noted that there are both a highway and rail line through the Barry Goldwater bombing range in southwestern Arizona, which is not an uncommon arrangement at many military facilities. What makes the Nevada Test and Training Range different? Since the new rail line will have armed guards and limited intermittent trips, why could it not be operated by the military. It is also noted that current bombing practice is done electronically which does NOT require the use of live ammunition. A rail line constructed through the Nevada Test and Training Range could provide a more realistic environment for conducting exercises.

If the Caliente rail corridor is forced upon us, then the alternatives should be adjusted to minimize the impact to private lands and Native lands. This should include considering constructing the rail line on the perimeter entirely within the Nevada Test and Training Range land. It is noted that in the Scottys Junction area there is no fence, signs, or barriers of any kind to denote when actually entering the Nevada Test and Training Range. Furthermore, there is apparently no use of this area other than as a possible buffer zone. A rail line built on the perimeter has the distinct advantage of creating a physical barrier, which in fact will enhance national security.

The western Bonnie Claire Alternative (BC1) should be eliminated from detail consideration because it unnecessarily crosses and negatively impacts the Timbisha-Shoshone trust lands and private lands. If it is not eliminated, it should be adjusted to the west to avoid these unnecessary land use conflicts. It is noted that the old railroad grade is located less than three miles to the west in this area, which is the same line that is proposed for utilization to the north. Should a

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western Bonnie Claire Alternative be constructed it will cross U. S. Highway 95 twice. This is the main north-south highway corridor for the state of Nevada as well as much of the western United States. Overpasses and/or underpasses should be built to avoid collisions which could result in the release of hazardous materials which could close this vital highway corridor for indefinite periods of time adversely effecting the economy of the state of Nevada as well as the economy of the western United States.